



November 6, 2009

ENGINEERING SERVICES

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Ms. Judith Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West 7th Ave, Suite 1310
Anchorage, Alaska 99501

Re: Section 106 Consultation - Alaska Railroad Proposed FEMA Mitigation Project
ARRC Mile 59 Area Flood Mitigation Activities
USGS Quad. Seward D-6, T8N, R3E, Sections 19 and 30, SM

Dear Ms. Bittner:

The Alaska Railroad Corporation (ARRC), using funding from the Federal Emergency Management Agency (FEMA), proposes flood mitigation activities to minimize the potential for future damage to the railroad embankment at MP 58.6 to 59.5. The purpose is to enhance safety for railroad passengers and customers by providing flood protection along the railroad embankment in this area. This letter requests your concurrence with our determination of No Adverse Effect to Historic Properties.

Project Description

ARRC proposes several activities to minimize the potential for damage from future flood events:

- construct a new bridge in the vicinity of MP 59.4 to add hydraulic capacity (final location to be determined in final engineering);
- improve ditch gradients adjacent to the embankment and widen embankment shoulders;
- protect the embankment with armor rock where needed to prevent embankment erosion during high water events; and
- raise the track up to 2 feet between MP 58.9 and 59.4, if needed.

Refer to the attached location map and photographs. The proposed new bridge would be entirely new and would not replace an existing bridge. No existing railroad bridges would be affected by the proposed project. The proposed activities would occur entirely within the existing ARRC right-of-way in previously disturbed areas. The work is expected to be conducted in 2010, 2011, and 2012.

Historic Resource Considerations

The Area of Potential Effects (APE) is the ARRC right-of-way from MP 58.9 to 59.4. The Alaska Heritage Resource Survey (AHRS) sites within or near the proposed APE, based on review of the AHRS in November 2009, are listed below.


AHRS No.	Name	Within APE?
SEW-01365	Bridge 61.1	No
SEW-01366	Bridge 61.3	No
SEW-01274	Bridge 59.6	No
SEW-01363	Bridge 59.9	No
SEW-01362	Bridge 58.7	Yes
SEW-01007	Bridge 60.15	No
SEW-01364	Bridge 60.4	No
SEW-01068	Loop Historic District	No
SEW-00029	Alaska Railroad	Yes

Most of these sites are Alaska Railroad timber bridges presumed eligible for the National Register of Historic Places. Replacement and mitigation for adverse effects to these bridges has previously been addressed with your office. Bridge 58.7 is within the APE, but it would not be affected by the proposed project. The Loop Historic District has been determined eligible for the National Register, but its northern boundary is at MP 52.5, several miles south of the APE, and therefore, it would not be affected. The AHRS also includes the Alaska Railroad (SEW-00029). There also would be no adverse effect to this property, regardless of its eligibility status, since the project would serve to preserve the continuity and integrity of the rail system during future flood events.

Please concur with our determination that there would be no adverse effect to historic properties as a result of the proposed flood mitigation activities.

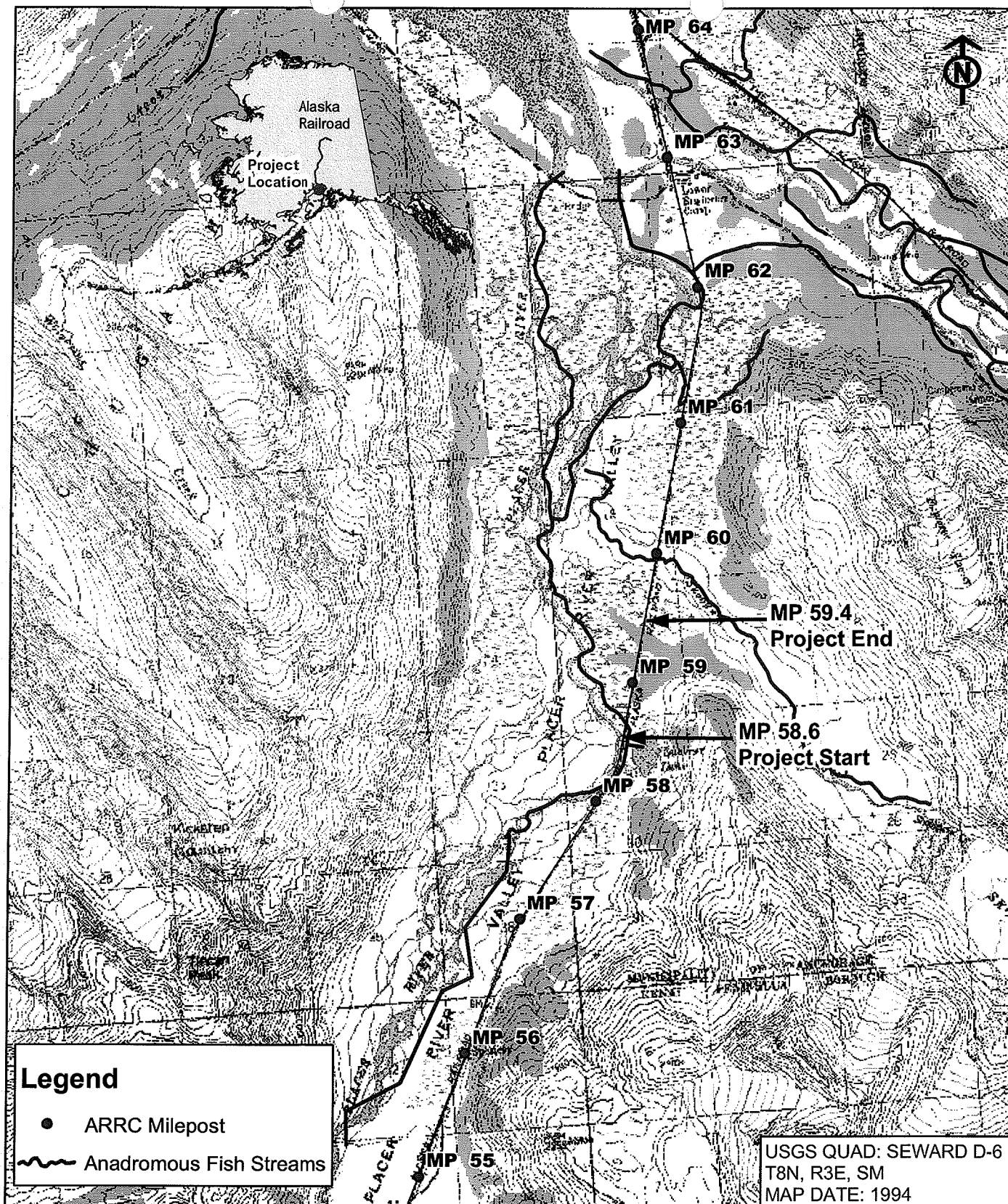
Please contact me at (907) 265-2313 or Sasha Forland at (907) 265-2357 if you have questions or require additional information.

Sincerely,



Barbara Hotchkin
Manager, Project Permits and NEPA

Attachments



Legend

- ARRC Milepost
- ~~~~~ Anadromous Fish Streams

USGS QUAD: SEWARD D-6
T8N, R3E, SM
MAP DATE: 1994

PURPOSE:

PERMIT:

DATUM: ALASKA ALBERS NAD 1983

ADJACENT PROPERTY OWNERS

UPLANDS: N/A

OFFSHORE: N/A

VICINITY MAP

0 0.5 1 2 Miles

1 inch = 1 miles

ALASKA RAILROAD CORP.

P.O. BOX 107500

ANCH., AK 99510-7500

MP 59 AREA FLOOD MITIGATION

IN: SKOOKUM CREEK & PLACER RIVER

AT: PORTAGE
MUNICIPALITY OF ANCHORAGE

APPLICATION BY:
ROY THOMAS, DIRECTOR
ARRC-ENGINEERING SERVICES

SHEET: OF DATE: 11/04/09

REV:

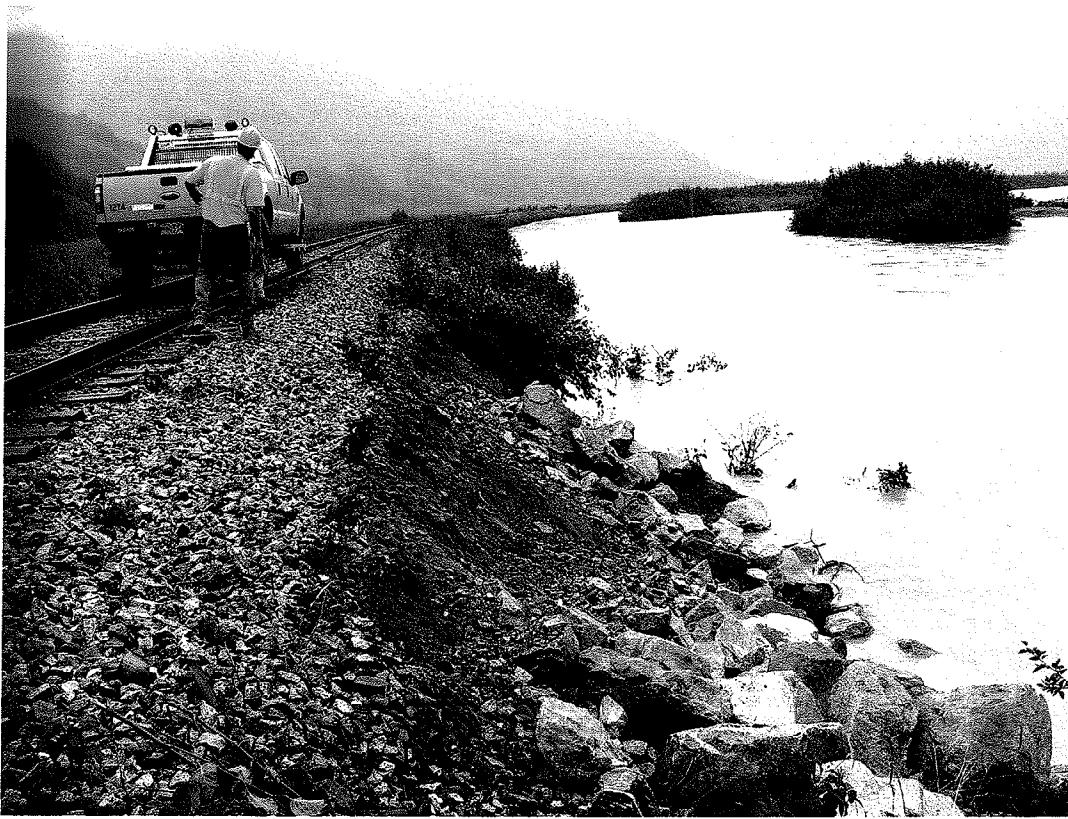


Photo 1. Embankment erosion.



Photo 3. . Example photo of deposition of material due to high-water events.



Photo 3. Overflight photo, looking east, showing Mile 59 area channels, July 2005.